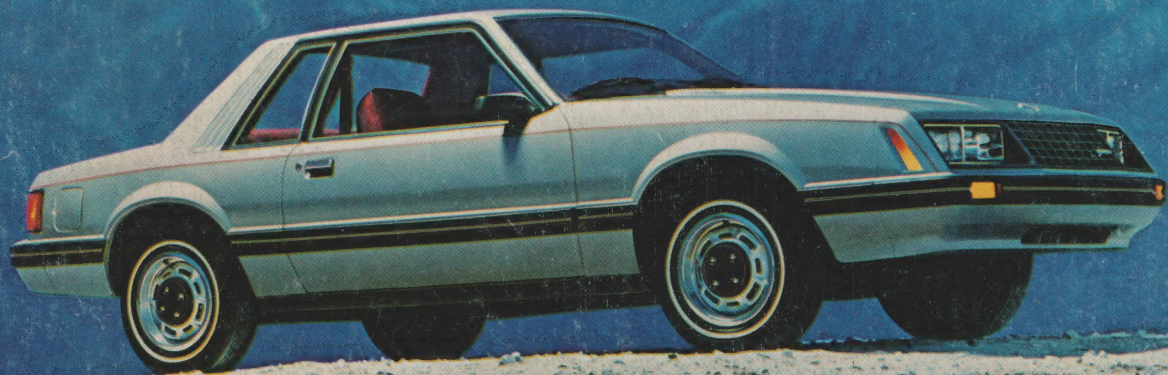


FORD TIMES

NOVEMBER 1978



Special Section Introducing the 1979 Fords

The Most Exciting New Cars of the Year

At Ford Division we believe we have the most exciting new cars in many years.

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The following pages will give you an idea of our complete lineup for '79. I would like to personally invite you to visit your Ford Dealer for an exciting test drive of our 1979 products.

W. S. Walla

Walter S. Walla

Vice President, Ford Motor Company
General Manager, Ford Division



Brought to you through the courtesy
of your local Ford dealer, whose
name appears on the back cover.

FORD TIMES

The Ford Owner's Magazine

November 1978, Vol. 71, No. 11

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Cover: With a new look and many refinements, Mustang leads the exciting parade of 1979 Fords now at your local Ford dealer's. Details and pictures of the new models begin on page 19.

WISCONSIN'S
NORTH WOODS

by Steve Brody

illustrations by Doris White



SOME YEARS AGO officials in Sayner, which lies in the heart of Wisconsin's north woods, decided to make a pitch for increased tourist trade by re-designing their garbage dump. Bears had been foraging there regularly at dusk, and the place was becoming a mecca for wildlife aficionados.

Anxious to capitalize on the sudden incursion of bears, the officials hastily resurfaced the road leading into the dump. They cleared and terraced the area, allowing for a greater number of cars as well as improved vantage points. The dump grew to resemble a Greek amphitheatre. It was



officially named Bear Bowl and advertised in the local papers. Motorists came from miles around to browse through the empty tin cans and cereal boxes for hints of bear patronage.

The stage was set, but unfortunately the actors refused to cooperate. They avoided the dump as though the garbage were tainted, and the grand experiment soon foundered. The dump was summarily shorn of its glamour and restored to its pristine state as a repository of garbage.

Where did the bears go? They had plenty of room to lose themselves. In Vilas County there are 500,000 acres of deep, rich timberland, most of which is part of the Northern Highland State Forest and sparsely inhabited by humans.

The area has undergone little change since the 1930s, when Chicago mobsters and fugitive bank robbers hid out here. Little Bohemia Lodge, in Manitowish Waters, still exhibits the bullet scars incurred in a shoot-out between John Dillinger and the FBI agents led by Melvin Purvis. Al Capone and his brother Ralph also took to the "woods" whenever things got too hot in Chicago.

It is this primitive, remote characteristic that compels us to leave New York each summer to vacation in Vilas County. Friends invariably question our wisdom in driving a third of a continent to vacation, but trying to describe the pleasures of northern Wisconsin to an effete Easterner is like trying to explain the joys of water-skiing to a Bedouin.

Dotting this vast wooded tract are 1,300 lakes, many of which are untenanted even during the flush of summer. Frequently I have sought out a secluded lake and not seen another human for an entire day. The wall-eyes, bass and northerns that inhabit these waters seem to respect my desire for privacy and tactfully steer clear of my hook. The beauty of these lovely, arbor-ringed lakes more than compensates for an empty creel.

But there are fish to be had. Big Arbor Vitae is shaped like a catcher's mitt, and with good reason. I have seen muskies pulled from there that would cause consternation at Loch Ness. Ed Grisa, one of the finest muskie fishermen in the north country, has personally yanked 67 of these formidable creatures from Big Arbor Vitae in the past 15 years. Many of Ed's trophies are mounted on the walls in the lobby of Buckhorn Lodge, a rustic retreat on the northern edge of the lake.

Fishermen are apt to disagree on the best season to catch fish. Some will tell you it is spring, when the fish are hungry after a long winter; others maintain it is summer, when the waters turn warm. Your old-timer, however, will tell you that the best time is autumn, when the foliage rims the lakes with such a richness of color that even the fish will surface for a peek.

The Fall Colorama has, in fact, grown to be one of the state's prime attractions. Introduced in St. Germain by George Phillips, a local real-



tor, the Colorama Festival has spread throughout the county and now features all manner of activities designed to pay homage to nature. There are free bus trips, guided hiking tours through wilderness trails, and airplane rides. At Eagle River there are boat excursions along the Eagle Chain o' Lakes, the longest of its kind in the world. The Fall Colorama begins about September 15 and runs through October 12.

Winter, too, comes in for its share of outdoor activity. This is great snowmobile country with well-marked trails winding deep into the forest lands. Eagle River in the third week of

January stages the World's Championship Snowmobile Derby. It has reached such acclaim that NBC Sports World is televising the 1979 event.

Actually, the hero in this winterland drama lies in Sayner, where the snowmobile was born. It was here that Carl Eliason built his "motor toboggan" in 1925, then sold his patent to the Four Wheel Motor Company of Clintonville, never dreaming that the sport would attain such popularity. Carl's invention, resembling the skeletal remains of a brontosaurus, is on display at the Vilas County Museum in Sayner, along with artifacts of the

early logging days.

Another vestige of the early logging days in Sayner may be found at the sporty Plum Lake Golf Club, where a rail bed still traverses the ninth fairway, forming a notch through a hill that requires dexterity to shoot out of. The hole, rail bed or no, is a scenic delight, and a tribute to Bill Kazda, who has nurtured the course into one of the finest nine-hole layouts in northern Wisconsin.

Although the north woods is primarily for day people, the local Chambers of Commerce have been successful in promoting evening activities. Minocqua, in neighboring Oneida County, offers the area's prime attraction, a free water-ski show, featuring home-grown talent that ranks with professional productions.

Another stellar attraction is the weekly snowshoe baseball game every summer at Lake Tomahawk, where the idea was born. Local behemoths, rendered maladroit by their snowshoes, provide more hilarious antics than a Sennett comedy.

But the simple, inexpensive pleasures the north woods have to offer

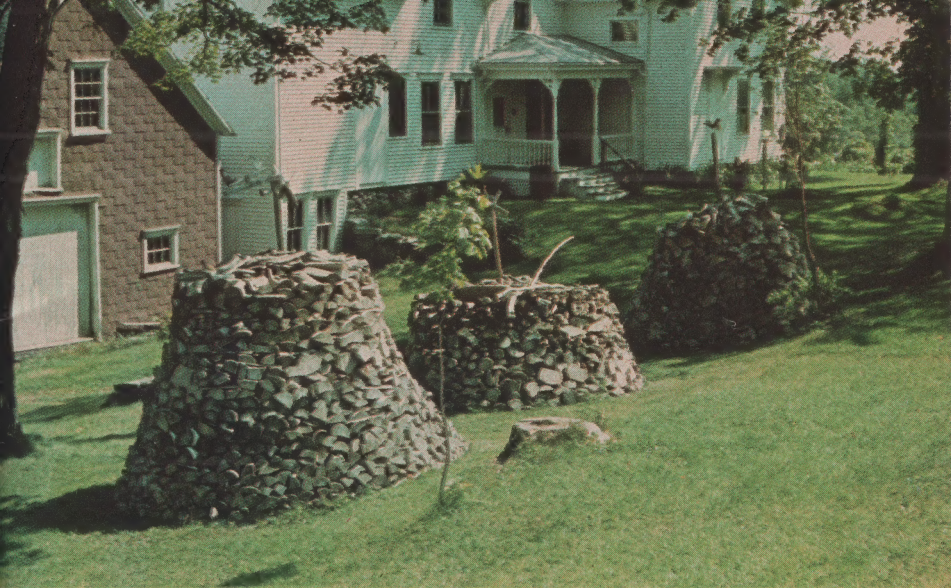
may not be for long. The winds of change are swirling through the pines. It began when Howard Young died, bequeathing \$20 million to the Lakeland Memorial Hospital in Woodruff. Young, an art dealer from New York, had spent his vacations in Minocqua for many years. He was an intimate friend of President Eisenhower, who was a frequent guest at Young's estate on Lake Minocqua. It has been reported that Ike, on becoming president, asked Young where he would like to serve as ambassador. Young quickly replied, "Minocqua or Woodruff."

Re-named the Howard Young Medical Center, and enlarged to accommodate 109 beds, possessing the finest technological equipment available, the complex was dedicated a year ago last June. The dedication drew thousands of visitors and filled accommodations for miles around to capacity.

The tremendous outpouring of people may have been a portent of things to come. Already, scores of retirement colonies are springing up spawned by the proximity of a modern hospital. An influx of doctors, nurses and sundry hospital personnel has sent property values soaring. Water-front lots, selling for \$35 a foot in 1969, have shot up to \$200. A luxury golf resort is being laid out in nearby Hazelhurst. Shopping centers are burgeoning throughout the area.

The simple, bucolic life that drew Howard Young to upper Wisconsin is slowly vanishing. The north woods may never quite be the same. □





STACKING WOOD IN MAINE

story and photo by Susan Willer

VISITORS to Maine ordinarily look to the sea for what's picturesque — the lobster traps, buoys, fishing boats and other evidence of coastal life Downeast. But there are interesting things to be found a little bit back of the water. The woodpiles above are an example.

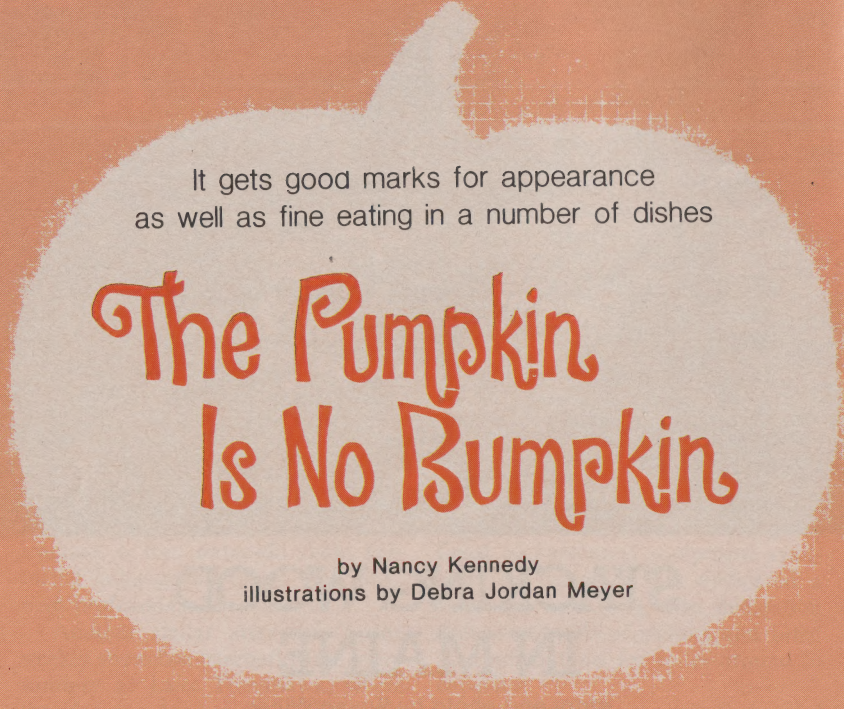
Just outside the town of Camden, on Penobscot Bay, an elderly farmer named Walter Howe stacks his winter wood in piles somewhat resembling a beehive.

He starts by driving a pole into the ground, attaching a string to its tip

and drawing a circle 10 feet in diameter. He then lays his split wood out in the circle, with the pieces pointing toward the center.

On this circle he lays another circle, slightly smaller, then another and another, each smaller than the one below, so that gradually the pile assumes its particular shape. The center of the pile is hollow and is filled with small chunks of wood and kindling.

There is approximately a cord of wood in a pile. It is left untouched for a year or more while the wood seasons for burning. □



It gets good marks for appearance
as well as fine eating in a number of dishes

The Pumpkin Is No Bumpkin

by Nancy Kennedy
illustrations by Debra Jordan Meyer

IF VEGETABLES could be judged on charisma, the bright orange pumpkin would rank way ahead of its plain, no-nonsense relatives such as celery, cabbage and eggplant.

Even its close cousins, the cucumber and other assorted members of the squash family, just don't make it when it comes to vivid personality.

When you pass a stand of autumnal pumpkins you can visualize the wonderful variety of faces that they take on when carved into jack-o-lanterns for Halloween, Thanksgiving or harvest party decorations. Even without carved faces, their cheery

orange circumferences brighten the landscape.

The Irish can be credited with introducing the carved pumpkin face to America. This often frightening Halloween character came to America in the 1840s with the wave of immigrants from Ireland. Originally carved out of a hollowed-out turnip, the jack-o-lantern was the representation of an old Irish folk tale. An ancient Scrooge-like character named Jack was barred from heaven after he'd already tricked the devil out of claiming his soul.

"But what shall I do?" Jack asked,



knocking at hell's gates.

"Go back where you came from," Satan snarled, tossing him a live coal to light his way. Jack tucked the coal inside a hollow turnip he'd been eating, and has been wandering the world ever since, according to the legend.

Children know of other, more fanciful uses for *Curcubita Pepo*. If it hadn't been for a handy pumpkin, Cinderella could not have had a magnificent coach to take her to the ball.

Peter, Peter, of pumpkin-eating fame, managed to control his errant wife in what must have been a record-sized pumpkin. Even today's record-

breakers couldn't match Mother Goose's fabled pumpkins.

The first Thanksgiving feast most probably featured pumpkin baked in an open fire, in addition to the wild turkeys and corn that the Indians brought to this American pot luck dinner.

Later on in our history, pumpkins found other uses besides their obvious food value. At the turn of the century, the family doctor might well have prescribed a dose of pumpkin seeds to cure several ailments and also to act as a diuretic.

Nobody really knows the origin of



the pumpkin. It is believed that the plant originated in Asia, but its journey to the new world is lost in prehistory. It may well have been brought across the land bridge from Asia to what is now Alaska by nomadic tribes. In any case it spread widely.

Pumpkin pie probably is the first pumpkin dish in the hearts of Americans. In South Wales, pumpkin is popular when added to hashed meat, made into pies with apples, pears, rhubarb or other fruits. In Europe and Mexico, pumpkin is made into a delicious soup, sometimes mixed with onions, corn and pumpkin seeds. The

Japanese stuff small pumpkins with a mouth-watering mixture of chicken, mushrooms, shrimp and eggs. And in India the pumpkin is frequently used in curries. In many countries, even the pumpkin seeds are toasted, roasted, curried and used to thicken sauces.

There is good reason for worldwide popularity of the pumpkin in addition to its versatility — it is packed with vitamins and other important elements of good nutrition. One cup of cooked pumpkin, for example, provides 1,200 per cent of the average person's daily requirement of vitamin A. The seeds, which are also used extensively in cooking and for snack foods, provide in one cup 90 per cent of the daily protein and iron needs, and 25 per cent of the necessary vitamin B₆.

This fall pick out a pumpkin and prepare it from scratch. Even if it is used for a jack-o-lantern, the carved-out interior can be boiled and strained for pies or one of the more exotic recipes, collected from around the world, which follow. In selecting a pumpkin,



look for deep yellow uncracked fine-grained flesh. Large varieties may be covered with russet netting. Store pumpkins in a cool dark, dry place with good air circulation.

Contrary to both poets' and popular belief, "frost on the pumpkin" does not bring out the flavor of the colorful gourd; it just spoils its keeping qualities.

To prepare the vegetable for purée, wash it and cut in halves. Do not scoop out seeds and fibers, but rub the cut surfaces with shortening and place the halves cut-side down on a baking sheet. Bake in a 400° oven until tender when pierced with a sharp fork right through the skin. Then remove seeds and fibers and scoop out the flesh and



press through a potato ricer. Drain excess liquid.

You'll find there's more to pumpkins than just another funny face or a Thanksgiving pie.



PUMPKIN RECIPES FROM AROUND THE WORLD



KAY'S FROSTY PUMPKIN PIE (UNITED STATES)

- 1 cup cooked or canned pumpkin
- 1/2 cup brown sugar
- 1/4 teaspoon salt
- 1/2 teaspoon cinnamon
- 1/4 teaspoon ginger
- 1/2 teaspoon nutmeg
- 1 quart vanilla ice cream, softened slightly
- 9-inch pie shell, baked
- Whipped cream for garnish

Combine pumpkin, brown sugar, salt, cinnamon, ginger and nutmeg. Add pumpkin mixture to ice cream and blend well. Pour into baked pie shell and place in freezing compartment until ice cream mixture is firm. Garnish with whipped cream.

AZTEC SOUP (MEXICO)

- 2/3 cup pine nuts
- 3/4 cup walnut halves
- 3 tablespoons chicken fat or butter

- 1 large onion, chopped
- 2 cloves garlic, minced or mashed
- 3 quarts rich chicken stock
- 4 cups diced, peeled pumpkin (or Hubbard squash)
- 2 10-ounce packages frozen corn
- 3/4 cup toasted Mexican pumpkin seeds
- 2 cups shredded dry Monterey Jack cheese
- Fried tortilla strips
- 1 avocado, diced

Sauté pine nuts and walnuts in 1 tablespoon of the chicken fat until golden brown. Remove nuts from pan and set aside. In the pan, melt remaining 2 tablespoons chicken fat and sauté onion and garlic until golden; add to the chicken stock and heat to boiling. Stir in pumpkin and cook until tender, 5 to 10 minutes. Add corn and cook 5 minutes more. Sprinkle with Mexican pumpkin seeds just before serving. Pass the sautéed nuts, cheese, tortilla strips and avocado in small bowls. Makes 12 generous servings.

PUMPKIN CURRY (INDIA)

- 1/2 coconut, grated
- 3 teaspoons mustard seed
- 1/2 cup yogurt
- 1 teaspoon vegetable shortening
- 1/4 teaspoon curry powder
- 2 teaspoons lentils, soaked
- 2 cups small cubes of cooked pumpkin

Grind coconut and mustard seeds to a smooth paste in a food chopper or high-speed blender. Add to yogurt. Heat vegetable shortening in a skillet, add curry and lentils. Fry until lentils are crisp. Place pumpkin in serving bowls. Mix in yogurt and coconut paste. Then add fried curry and lentils. Serves 4.

TAKARA MUSHI (JAPAN)

- 2 pumpkins, 2 pounds each
- 7 teaspoons salt
- 4 tablespoons sake
- 10 dried mushroom caps, soaked and sliced fine
- 7 ounces chicken, cut in 1/4-inch cubes
- 7 ounces small shrimp or diced ham
- 1/4 cup green peas
- 5 eggs, lightly beaten
- 1 tablespoon soy sauce
- 1-1/2 tablespoons sugar

Cut tops off pumpkins and save; remove seeds. Peel most, but not all, of the skin leaving the bottom and enough of the sides unpeeled so pumpkin will hold its shape in cooking. Sprinkle with 4 teaspoons salt, pour in 2 tablespoons sake and let stand for 10 minutes. Steam over high heat for 7-8 minutes.

Meanwhile, mix mushrooms, chicken, shrimp or ham and green peas with beaten eggs. Add remaining salt and sake, soy sauce and sugar; mix and pour into pumpkins. Reduce heat to medium, to avoid cracking pumpkins, and steam about 20 minutes longer. With a wooden skewer, make par-
asols of the pumpkin tops and poke them into place at a rakish angle. At the table, spoon out the

stuffing on plates, then quarter the pumpkins for individual servings. Serves 8.

RIO GRANDE SIMMERED CHICKEN (INDIAN-SPANISH)

Indians who met the Spaniards on the Rio Grande included pumpkin seeds among their gifts of peace, and the conquerors of the Pueblo Indian towns soon began adapting the Indian ways of using the seeds in cooking. This recipe for chicken in a sauce of pumpkin seeds, cumin seeds, popped corn, ground chili and garlic is one of the legacies of the conquistadores.

- 1 cup natural pumpkin seeds
- 1 cup fresh popped corn, preferably homemade and unsalted
- 6 cumin seeds
- 1/4 teaspoon ground coriander
- 1 tablespoon fresh chili powder
- 1 garlic clove, minced
- 3-1/2 pound frying chicken, cut into 8 pieces, with gibles
- 2 medium tomatoes, peeled and chopped
- Salt, to taste

Spin pumpkin seeds in blender until pulverized; do the same with popcorn, then combine and stir in cumin seeds, coriander, chili powder, and garlic. Pull chicken fat away from meat and render in a pot large enough to hold chicken; pour off all but 2 tablespoons fat. Remove wing tips and tail and put them in a saucepan with heart, gizzard and neck; cover with 4 cups of water and simmer for 1 hour or more, seasoning as desired. (Or use 3 cups canned chicken broth.) Brown chicken pieces in rendered fat. Spin chopped tomatoes in blender and stir into seed mixture; add 3 cups chicken broth, a little at a time, stirring until a smooth sauce results. Pour this over browned chicken pieces and cook over low heat for about 30 minutes; sauce should barely bubble when pot is covered. Chicken will be ready to serve when fork easily penetrates drumstick. Watch out for commercial popcorn saltiness; taste and stir in salt only if needed, just before serving. Makes 4 portions. □

The Thousand-Year-Old Teacher and Me

by Ken Meierdiercks
illustrations by David Gaadt



BEING the only male teacher in an elementary school is like being the only male in a dress shop; it's not quite comfortable.

There are three key figures in the school that the beginning male teacher should quickly establish good relationships with in order to survive with some comfort.

The first is the cafeteria manager, who on many a cold morning will make the day bloom by serving hot coffee in a kitchen filled with the smell of freshly baked rolls. That slight pause in the makings of the day, surrounded by massive stoves and boiling pots and warm, unimportant exchanges, can prepare the teacher for the chaos that follows.

The second is the custodian, who will share many of the same interests, duties and facilities with the new male teacher. The men's room for one. It is usually found in the basement. It is the size of similar closets on an airplane and it will be hidden behind a maze of pipes and decorated with pictures on the inside of the door. The type of pictures depends on the distance from the principal's office.

The third, and perhaps the most important person, is the Thousand-Year-Old Teacher. She will not be hard to meet. She will know all about the new teacher, having read his confidential file. She will also introduce herself at the first faculty meeting, a cigarette in one hand and an ancient coffee cup with her name on it in the other. She will tell the new teacher that Ray, the principal, is a good man

and was a good student, although a bit lazy when in her sixth grade.

The new teacher will be put through an examination unique in its subtlety, but so thorough that it's the envy of the Chinese communists. She will probe him for a week, feeling the contours of his character. And if he has been found sound, with the makings of a teacher, playground duties will be eased, unheard-of supplies will appear in his room and he may even get his room painted and varnished over the summer, or be moved to another room away from the bathrooms and the second graders.

Her voice is a marvel. An instrument of great range and depth, it can seize a kid in mid-mischief and fling him spread-eagle against the wall. The kids claim that her voice can go around corners and into the dark recesses, seeking out the time-wasters. And when she has grasped the wrongdoer, the non-listener, the silly-billy, she recalls her voice and transforms it into one softened with bits of love and gentle humor.

I first met the Thousand-Year-Old Teacher when I started teaching elementary school, though now I recall her from my own school days. And since then I have seen her in many schools and many grades. She was a sixth-grade teacher in my first school, and all the children from first grade to fifth had mixed feelings about eventually being part of her class. On the one hand they were curious about what went on inside her room. The room was a chaotic museum. A stuffed owl

leaned perilously over a stack of papers on her desk. There were tiers of maps, an old beehive, a lot of empty birds' nests, a fish tank bubbling near the window and a cage of mice near the wooden closets that were jammed with textbooks, art supplies and sporting equipment. From the light fixtures hung model planes and what I took to be some student's attempt at a solar system. I don't think it was ours, though.

On the other hand her reputation brought chills to the uninitiated as did chance encounters with her in the hallways or lunch room. To hear her voice splash across the lunch room,

"There's a little too much noise in here," would reduce the noise to just slurps and shuffling of feet anxious to get out to the playground.

I was none too comfortable being in the room next to hers. At least in Korea I had fought with equals. Sometimes my class would get out of hand or a bit too noisy. In the beginning, I would just get a little note brought in by a smirking monitor, asking that I not make such a racket. Later a banging on the wall between our two classrooms would be almost enough to quiet my class. Once she appeared at my door after a particularly noisy session and I thought that I



had gone deaf; not a sound came from my kids. I felt the fish in my little tank hold their breath. I was intimidated. I knew it and, worse, my class knew it.

So I asserted myself. I stayed after school longer, working out with my class in track and field events. I had my kids paint a huge map of the United States on the concrete part of the playground. I bought a pair of guinea pigs and once or twice I yelled in the lunch room, "Let's keep it down to a quiet roar," and there was some diminishing of the hubbub. I even, in some unthinking moment, when there was a lot of noise coming from the other side of the wall, banged on it. My class was stunned.

In the spring we had an Open House. After the parents had gone home reassured that their children were doing fine, but working a little below their capabilities, I went to the nearest bar with the principal and the custodian. Sitting in the corner at a table with some of the other teachers was the Thousand-Year-Old Teacher. After she slapped us on the back with her voice as we entered, we had no other choice but to join the ladies. Our conversation passed over Open House faux pas, parents, students and on to teachers. By that time, it was my turn to buy a round of drinks and therefore I felt I had the right to begin a discussion about Man in the elementary school. I was tired of opening all the stuck glue jars, jammed windows and jammed zippers and being sent into the boys' bathroom to see who was causing trouble. And in a moment of



inspiration, brought on no doubt by all the beer, I stood up and said profoundly, "If God had intended Man to be in the elementary school, he would have provided a toilet," and stumbled off to find the elusive aforementioned toilet.

I returned to the table to find everyone on the dance floor except the Thousand-Year-Old Teacher. She was sitting there, motionless and quiet for the first time since I had met her, staring out at the dance floor. "What the hell," I said to myself. "It can't hurt you and besides you never danced with a teacher before." I asked her to dance, followed her out to the dance floor and gingerly put my arm around her corseted body. I was not comfortable being so close so I began a conversation of sorts, hoping she wouldn't notice my discomfort. I asked her about my troublesome students. Did she know them? She not only knew them and their backgrounds but led me to ideas and ways that I could work with them. She went through my whole class. I wish I had had a tape recorder. She even said, and to this day I still remember it,

that I was doing a good job with Johnny Jenkins, my archtrouble-maker and sleep spoiler. I don't know who was feeding the jukebox or how many dances we danced, all I kept hearing was the "nice job."

During Monday morning recess, I was milling around the coffee pot with the principal and the custodian. In a small sea of women we were trying to be polite and let the ladies go first, when I discovered that my coffee cup was gone. One of the women — it must have been the first grade teacher — handed me a note in rhyme instructing us on the first steps of a treasure hunt. Since I was a smoker in those days and already three hours into the day with only the residue from the morning cigarette to sustain me, the shaking of my hands was not, as the ladies thought, in anticipation of playing this new game, but was a case of surviving a smokeless trail. One did not smoke in front of kids then. We were heroes in those days. Off we men went.

Our path took us finally to the old, unused Dental Room and on the door the sign now read Male Lounge. Inside, the old dental charts and health posters had been replaced by some examples of calendar art and centerfold photography as selected by a committee of lady schoolteachers. There was a table in the center of the room and our names were on the backs of the chairs. A deck of cards stood next to a large Cinzano ashtray and a six-pack of Cokes on top of the table. A table on the side contained our lost coffee

cups and coffee-making equipment. I saw all this on the upswing of my bobbing head as I was trying to light my trembling cigarette.

We questioned the Thousand-Year-Old Teacher, who just happened to be passing by. And under direct pressure from her ex-student, the principal, she allowed that some of the ladies had gotten together Sunday and arranged a few things here at the school. She mumbled something about uncluttering the other lounge.

The principal ascended the throne-like dental chair that had been left in the room and, with the air of one claiming a long delayed birthright, issued his first proclamation. Which was to the effect that the recess for this day would be extended another five minutes, the coffee pot was on and let's give three cheers to Mrs. Weatherbee and allow her to be an honorary member of the Order of the Male Lounge. We all stood with our coffee cups and solemnly so declared and avowed.

The Thousand-Year-Old Teacher thanked us for the honor in a voice I hadn't heard before and said that it had been agreed upon by all the ladies who had worked on the room over the weekend that this place would be off-limits to the female staff. And with a trembling voice, I guess because she was a smoker, too, she went on to say as she was going out the door that she would always be proud she had been asked to be an honorary member of the Male Lounge of Washington Street Elementary School. □

GLOVE COMPARTMENT

IN WHICH YOU CAN FIND A LITTLE BIT OF EVERYTHING BUT GLOVES

National Directory of Theme Parks and Amusement Areas — That's the title of a new booklet describing by state more than 500 theme parks and amusement areas. Most are near interstate highways. Some operate on a year-round basis. Admission usually costs between \$6 and \$10, with lower prices for children. The fee generally includes a dozen or so rides and special attractions. The directory is available solely from the publisher, Pilot Books, 347 Fifth Avenue, New York, New York 10016 at \$2.95 per copy, postpaid.

A Genuine Texas Marshall — This Marshall is not a lawman, but an artist who specializes in Western scenes. Bruce Marshall operates the Bruce Marshall Studio and Westart Gallery at 903 Loop 360 South, eight miles southwest of Austin, Texas. The studio is in a house that has been in the artist's family since it was built in 1860. The lower story is made of stone with hand-squared cedar logs as support. The upper story is board and batten, once very popular in the Old West. The house contains plenty of art, antique furnishings and costumes. It is open to the public on weekdays from 9 a.m. to 5 p.m. except at lunch time. A phone call — (512) 327-3144 — is suggested before a visit.

For Cross-Country Skiers — The New York State Commerce Department boasts that its state's cross-country skiing trails rate among the best in the country. They include state-maintained trails in 27 state parks, the Adirondack and Catskill forest preserves, wildlife management areas, state forests and reforestation lands. You can even cross-country ski the trails of the forthcoming Olympians. Some of the trails surrounding Mount Van Hoevenberg near Lake Placid will be used for competition during the 1980 Winter Olympic Games. Free copies of *Nordic Skiing Trails in N. Y. S.* are available by writing Dept. FT, Division of Tourism, New York State, State Commerce Department, 99 Washington Avenue, Albany, New York 12245.

Luray Caverns Discovered 100 Years Ago — Cool air coming from a sink hole led to the discovery of Luray Caverns in the Shenandoah Valley of Virginia by two amateur spelunkers in 1878. Since then, more than 20 million tourists have visited these largest caverns in the East. The caverns cover 64 acres with the largest room being 300 feet by 500 feet and having a ceiling up to 140 feet. One-hour guided tours begin about every 20 minutes daily from 9 a.m. to 6 p.m. (to 4 p.m. November 16 through March 15). For information, write Luray Caverns Corporation, Luray, Virginia 22835. □

THUNDERBIRD

FAIRMONT

GRANADA

LTD II

MUSTANG

FUTURA

FIESTA

PINTO

CLUB WAGON

THE 1979 FORDS

LTD

MUSTANG

The New Breed Is Rarin' to Roll



The New Breed Mustang is dedicated to the proposition that all men and women believe that owning and driving a car should be fun. The all-new 1979 Mustang has been created for such men and women, for people who think that looking at their cars should give them pleasure, that riding in them should give them comfort and joy and that operating and maintaining them should be as easy as possible.

The new Mustang is the result of a happy marriage of aerodynamics and aesthetics. The sloping hood and sculpted roof give Mustang a racy and elegant line and a shape to pierce the wind. The window line is lower than last year, the glass area larger, giving the driver a position of command.

Only four inches were added to Mustang's wheelbase and overall length for 1979, but the car has gained 20 per cent in interior room, according to its published specifications, with the back-seat passengers gaining five inches in leg room. There is more head, shoulder and hip room, too, for the four-adult-capacity Mustang. And 1979 Mustang two-door models have 10 cubic feet of trunk space (up from 6.7 in 1978), while the three-door models boast a cargo volume of 32.4 cubic feet (as against 22.8 last year).

Mustang is not only roomier, lighter (by about 200 pounds) and smarter looking this year, it's also turbocharged. Mustang's optional new 2.3-litre, four-cylinder turbocharged engine is unquestionably one of the big auto stories of the year. Put simply, a turbine (rotating device) placed in the exhaust-gas flow spins

faster as automobile engine speed increases, sending a pressurized charge of air and fuel into the combustion chamber. This boosts engine power and recycles otherwise-wasted exhaust gases. The result? A four-cylinder engine that performs like a V-8, Ford engineers say. In Ford tests, the turbocharged engine powered the Mustang three-door from zero to 55 miles an hour in slightly over eight seconds.

Other new options include an electronic console with a graphic warning module, and an electronic digital clock with day/date and elapsed-time functions; Michelin TRX tires (includes forged-aluminum wheels and special suspension tuning); Ford's first speed control available on floor-mounted automatic or manual transmissions and Ford's first tilt steering wheel avail-

Above: Mustang Cobra

Below: Mustang Ghia 2-Door Hardtop



able with such transmissions; a rear-window wiper/washer on three-door Mustangs; an AM/digital clock radio; a Premium Sound System; a power lock group, and leather seat trim.

New standard features include full instrumentation



Mustang Ghia 2-Door Hardtop

ENGINE-TRANSMISSION MATCHUPS

2.3-litre Overhead Cam 4-Cylinder (Standard)
Turbocharged 2.3-litre Overhead Cam 4-Cylinder (OPT)
2.8-litre Overhead Valve V-6 (OPT)
5.0-litre (302-CID) V-8 (OPT)

BRAKES

Manual Front Disc/Rear Drum (STD)
Power Front Disc/Rear Drum (OPT)

(speedometer, odometer, trip odometer and tachometer plus temperature, oil-pressure, amps and fuel-level gauges), modified front and rear suspension systems, rack-and-pinion steering and, with the V-8 engine, a four-speed manual overdrive transmission with a fully enclosed single-rail linkage that requires no adjustment and no lubrication.

Outstanding serviceability features for the new Mustang include an audible warning system to tell you when disc brake pads need replacing, see-through fluid reservoirs and easy accessibility to the steering column, fuse box, engine-compartment components, climate control system and front suspension strut.

Mustang models include the base two- and three-door models (the base three-door incorporates the comfort, convenience and appearance features of the Sport Option), the luxuriously appointed two- or three-door Mustang Ghias (which come with otherwise optional radial tires) and the macho, three-door Mustang Cobra, which comes standard with the turbocharged or the V-8 engine and the Michelin TRX tires and special suspension tuning package, and is decorated with distinctive trim (hood graphics optional). □

- - - 4-Speed Manual (STD); SelectShift Automatic (Optional)
- - - 4-Speed Manual (STD)
- - - 4-Speed Manual (STD); SelectShift Automatic (OPT)
- - - 4-Speed Manual Overdrive (STD); SelectShift Automatic (OPT)

STEERING

Manual Rack-and-Pinion (STD)
Power Rack-and-Pinion Variable-Ratio (OPT)

FORD LTD

Introducing a New American Road Car



LTD Landau 4-Door Sedan

Every so often, car engineers and designers get to sit down with a clean slate and redo a car from the ground up. That's got to be a thrill for them, as you can well see when you look at and drive the 1979 Ford LTD.

The 1979 LTD is only the third all-new full-size Ford car since World War II, and it's the result of an engineering program conceived to meet the demands of the 1980s. The new LTD is built to be luxurious and space-efficient, yet to meet or exceed Ford's standards of comfort, smoothness, roominess and quietness for six adult passengers that have earned Ford LTDs the firm loyalty of many LTD owners.

Although Ford LTD is easier to park this year, and its turning diameter has been reduced by more than 3-1/2 feet, the interior boasts more leg, head and knee room, and there is more hip room in the front seat. And the deep-well, low-liftover trunks of two- and four-door LTD sedans with the space-saver spare tire have even more usable luggage space than did the 1978 models.

Full-frame construction and the use of rubber to isolate the suspension from the frame, plus the generous use of sound insulation, help reduce interior noise and harshness. Aerodynamic design has cut wind drag, and the lowering of the cowl, beltline and hood has given the driver greater visual command of the road and surroundings. In fact, the 1979 LTD driver can see the road seven feet closer to the front of the car than was possible in last year's LTD.

The driver will also find instrumentation more legible and controls easier to reach.



The new LTD also retains traditional LTD utility; the optional 5.8-litre (302-CID) V-8 with the heavy-duty towing option, for example, is rated to tow trailers weighing up to 6,000 pounds.

Thrift-minded drivers will appreciate the reduction in estimated scheduled maintenance costs from \$173 in 1978 to \$138 for the 1979 LTD (based on manufacturer's suggested maintenance and average wage [\$14.50 an hour] and material costs at time of estimate).

New LTD options are impressive. They include an electronic (time/date/elapsed time) digital clock and an electronic AM/FM stereo search radio with Quadra-sonic tape player; a 40-channel CB radio; a power antenna; Tu-Tone Paint/Tape Treatment; handling suspension; styled remote-control mirrors; bumper rub strips, and dual recliners for the optional Flight Bench seat. The new Exterior Accent Group has color-keyed vinyl insert bodyside moldings, wheel-lip moldings, bright window frames, a hood ornament and a full luggage compartment mat.

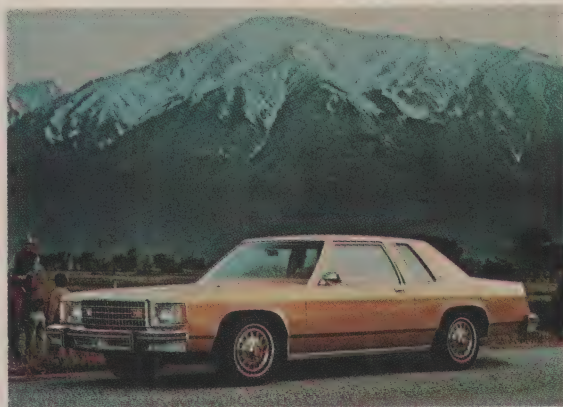
Revised options include low-fuel and low-washer-fluid warning lights on the Convenience Group and the addition of a resume-preset-speed function on the fingertip speed control. The optional air conditioning sys-

tem has been improved to increase passenger comfort (as has the standard heater).

An extensive range of other comfort, convenience and trim options is available, and of course the luxurious LTD Landau models incorporate many of these outstanding individual and group options. □

Above: LTD Landau 4-Door Sedan

Below: LTD 2-Door Sedan



ENGINE-TRANSMISSION MATCHUPS

5.0-litre (302-CID) V-8 (STD)

5.8-litre (351-CID) V-8 (OPT)

BRAKES

Power Front Disc/Rear Drum

--- SelectShift Automatic (STD)

--- SelectShift Automatic (STD)

STEERING

Power, with new Rotary-Valve Steering Gear



PINTO

A Little American Workhorse

Exterior and interior styling changes have made the 1979 Ford Pinto sportier than its predecessors. Plus, Pinto is introducing the completely new Pinto ESS for 1979. And a colorful new Cruising Package is now available for the three-door Runabout. Yet underneath it all, Pinto retains its high-quality and value-for-money features.

Pinto's 1979 new look begins with the sleek, contemporary front end, with redesigned hood, fenders, grille, bumpers and rectangular headlights. Four full wheel covers, refashioned aluminum bumpers with black protective rubber end sections and stylish horizontal taillamps on the sedans are other components of Pinto's sporty appeal.

Six popular items are standard equipment on the Runabout or the two-door sedan (except on the Pony model). They are: the Deluxe Bumper Group, electric rear-window defroster, AM push-button radio (which can be deleted for credit), protective bodyside moldings, bright metal window frames and tinted glass all around. All Pintos are furnished with cut-pile carpeting, front bucket seats, split-cushion "bucket-look" back seats and deluxe wheel covers.

The new Pinto ESS has European styling cues that include black-and-bright premium bodyside moldings, numerous black-painted exterior components, a charcoal-color grille and headlamp frames, and styled steel wheels and trim rings. On the Runabout, the ESS option includes stylish black hinges to attach the all-glass third door. In the interior, the ESS features a sports

steering wheel, full instrumentation (including tachometer, ammeter and temperature gauges) and an upgraded suspension.

The Cruising Package option makes the Runabout stand out with a vibrant, wide band of multicolor stripes. The package also includes sporty black trim touches and sports-instrumentation features like those on Pinto ESS.

Above: Pinto 2-Door Sedan

Below: Pinto ESS 3-Door Runabout



Other Pinto options include lacy spoke cast-aluminum wheels, an AM/FM stereo radio with cassette tape player and a heavy-duty battery.

Like Mustang and Fairmont, Pinto benefits from the use of lightweight materials to shave about 20 pounds from the standard 2.3-litre four-cylinder engine. And Pinto, like Mustang, offers Ford's optional 2.8-litre 2V V-6 engine with a newly designed camshaft. The automatic transmission available with this six-cylinder engine has been revised.

Of course Pinto still offers such other outstanding options as six more radio choices, Metallic Glow and Tu-Tone Paint, air conditioning, power steering, flip-up open-air roof, four-way manually adjustable driver's seat and many comfort/convenience/appearance group options.

All in all, Pinto is more colorful and more distinctive than ever. Pinto is a basic American small car for four adult passengers, but it looks so good and performs so well that you may like to think of it as "your classic basic." □

Pinto Flip-Up Open-Air Roof



ENGINE-TRANSMISSION MATCHUPS

2.3-litre Overhead Cam 4-Cylinder (STD)
2.8-litre Overhead Valve V-6 (OPT)

BRAKES

Manual Front Disc/Rear Drum (STD)
Power Front Disc/Rear Drum (OPT)

- - - 4-Speed Manual (STD); SelectShift Automatic (OPT)
- - - SelectShift Automatic (STD)

STEERING

Manual Rack-and-Pinion (STD)
Power Rack-and-Pinion Variable-Ratio (OPT)

THUNDERBIRD

The Legend Lives On



Thunderbird Heritage

The public has come to expect what Thunderbird always gives: innovative styling, luxury and prestige at an affordable price. So the 1979 Ford Thunderbird enters this model year with a heritage of success.

Thunderbird also enters with a bold new grille featuring strong rectangular styling, nine new exterior paint colors, five new vinyl roof colors, a new separated horizontal taillamp design, two new interior trim colors, a Flight Bench seat with center fold-down armrest as standard equipment and a new model — the Thunderbird Heritage.

The Heritage model is the best-equipped, most luxurious Thunderbird offered in a line-up that includes two other models — the standard two-door hardtop and the more luxurious Town Landau. The Heritage offers owners a choice of two monochromatic exterior schemes exclusive to this model, and the Heritage's special trim lines are balanced by a distinctive formal roof with padded vinyl.

Inside, the Heritage has 36-ounce cut-pile carpeting, opulent luxury cloth or optional leather seating surfaces, a leather-wrapped steering wheel, a sports instrumentation panel (including tachometer, ammeter and oil/temperature gauges), dual illuminated visor vanity mirrors, an AM/FM stereo search radio, color-keyed trunk carpeting and a molded decklid liner.

Although the Heritage is the pinnacle of Thunderbird luxury, the Town Landau and standard Thunderbird maintain their renowned high levels of luxury appointments.



Above: Thunderbird Heritage Interior

Below: Thunderbird T-Roof Convertible

Among the top new options for the 1979 Thunderbird are an extended-range fuel tank that boosts gasoline capacity to 27.5 gallons as against the standard 21-gallon tank (the larger tank is standard on Town Landau and Heritage); an AM/FM stereo radio with cassette player, and mud and stone deflectors.

Other changes for the new Thunderbird models are



just as important as the eye-catching ones. Protection is increased by the inclusion of front and rear bumper guards as standard equipment and the use of lightweight, hydraulic-type front bumper energy absorbers.

Thunderbird is also equipped with Ford's new electronic voltage regulator with no moving parts, eliminating the problem of contact wearout. Refinements in the carburetor of the standard engine aid cold-starting and smooth idling.

And the popular Thunderbird T-roof Convertible op-

tion introduced late in the 1978 model year is available for all 1979 Ford Thunderbirds. Another option that brings the Thunderbird driver closer to the sky is the Power Moonroof. These two options are especially suited for Thunderbird: It's a heavenly car. □

ENGINE-TRANSMISSION MATCHUPS

5.0-litre (302-CID) V-8 (STD)

5.8-litre (351-CID) V-8 (OPT)

--- SelectShift Automatic (STD)

--- SelectShift Automatic (STD)

BRAKES

Power Front Disc/Rear Drum

STEERING

Power



FIESTA

Return of "Der Wundercar"

Economy, flair, fun and performance — these are qualities sought by buyers of Ford's German-engineered subcompact: Fiesta. In 1979, Fiesta is still tops in those qualities that were linked to its record-shattering sales in Europe.

The 1979 Fiesta three-door hatchback has added three new colors — a revised orange plus an all-new green and light beige. One new interior color, red, is available, and for the first time, a color-coordinated cloth seat trim is available with the standard Fiesta.

Other new options for 1979 are an AM/FM monaural radio, a heavy-duty cooling package that is now required with air conditioning and a package tray that conceals the storage area behind the rear seat when the rear seat is in an upright position.

Fiesta's outstanding fuel-efficiency, handling and performance have been traced in the automotive press to the high level of engineering and design programs that led to the car's creation. Last year, the Environmental Protection Agency's 49-state ratings showed Fiesta giving drivers 46 miles per gallon (mpg) on the highway and 34 mpg in the city (Your driving may vary the rate depending on how and where you drive, your car's condition and optional equipment. California estimates are lower. Although 1979 EPA figures weren't available at the time of printing, last year's figures are an indicator of Fiesta's potential).

Fiesta's transverse-mounted engine and front wheel drive eliminate the driveshaft hump that subtracts from passenger space in rear-drive cars. So four adult passengers fit quite comfortably in Fiesta.

Fiesta comes in four trim packages — the base model, the Fiesta Decor Group, the Fiesta Sport Group and the handsome Fiesta Ghia Group. □

Above: Fiesta 3-Door Hatchback

Below: Fiesta Hatch and Foldable Package Tray



ENGINE-TRANSMISSION MATCHUP

1.6-litre Overhead Valve Transverse-Mounted
4-Cylinder Front Wheel Drive

BRAKES

Manual Front Disc/Rear Drum (STD)
Power Front Disc/Rear Drum (OPT)

--- 4-Speed Manual

STEERING

Rack-and-Pinion

Ford Times — November 1978 33



FUTURA

The Sporty Car for NOW

The exciting 1979 Ford Futura, with its sleek lines and advanced styling, is a car that gives meaning to the phrase: The future is *now*.

This year, there is a new Futura Sport Group option that includes a unique tape stripe treatment, a charcoal-and-light argent grille and color-keyed turbine wheel covers. Futura's paint and stripe combinations in the Sport Group are: White/Light Chamois, Silver Metallic/Medium Grey, Bright Red/Medium Red Metallic, Creme/Light Gold, Light Chamois/Burnt Orange and Blue Glow/Midnight Blue Metallic. Optional body Tu-Tone treatment is also available with each color grouping. The hood ornament is deleted in the Sport Group.

Several outstanding components that are standard with Futura deserve special notice. The car's lower bodyside has a bright vinyl molding, and belt moldings and window frame trim are bright metal. Accent paint stripes include the roof wrapover, and there are full wheelip moldings and deluxe wheel covers. The hood ornament, bright style-mounted mirror on the driver's side and "FUTURA" nomenclature on the front fender behind the wheel opening are other embellishments to Futura's exterior.

Inside Futura, standard features include pleated seat trim, luxury door trim panels with high-gloss wood-tone appliques, a deluxe steering wheel hub, a high-

gloss woodtone instrument panel appliqué, the deluxe sound package, color-keyed seat belts and interior hood release.

Fingertip speed control, a tilt steering wheel, a flip-up open-air roof, power windows and locks and six radio or radio-tape player combinations are among the many other options that add to Futura's comfort and convenience. □

Above: Futura Coupe with Sport Group Option

Below: Futura Interior Decor Group



ENGINE-TRANSMISSION MATCHUPS

2.3-litre Overhead Cam 4-Cylinder (STD)
3.3-litre (200-CID) 6-Cylinder (OPT)
5.0-litre (302-CID) V-8 (OPT)

BRAKES

Manual Front Disc/Rear Drum (STD)
Power Front Disc/Rear Drum (OPT)

- - - 4-Speed Manual (STD); SelectShift Automatic (OPT)
- - - 4-Speed Manual Overdrive (STD); SelectShift Automatic (OPT)
- - - 4-Speed Manual Overdrive (STD); SelectShift Automatic (OPT)

STEERING

Manual Rack-and-Pinion (STD)
Power Rack-and-Pinion Variable-Ratio (OPT)



FAIRMONT

An American Success Story: Chapter II

Fairmont's introduction last year was a success because the driving public wanted a car with small-car economy and maneuverability that also offered roominess and riding comfort for five passengers. And all of this at a highly affordable price.

In 1979, the Ford Fairmont should have even stronger appeal because of significant power train revisions and an expanded choice of options.

The most noteworthy improvement is the four-speed overdrive manual transmission that replaces the three-speed manual unit as standard equipment with the optional six-cylinder engine. This new, wear-reducing transmission is also standard with the optional V-8 engine that was previously available only with automatic transmission.

The four-speed overdrive transmission features Ford's new single-rail shift design and enclosed linkage that protects the works from corrosion and eliminates the need for adjustment.

Other revisions for 1979 extend the availability of the six-cylinder engine to station wagons with California emission-control equipment and the 2.3-litre engine with manual transmission to sedans in California.

A number of option packages give greater scope to Fairmont's two- and four-door sedans. The E. S. Option features extensive black trimming, molding and paneling in the European-sport style, plus turbine wheel-covers, a grey engine-turned design on the instrument panel and Handling Suspension.

The Handling Suspension Package includes a rear

stabilizer bar for improved driving control, unique shock absorber valving, a larger front stabilizer bar and other fine tuning of the suspension.

An exciting new option for Fairmont sedans this year is the Fairmont Ghia package. This package creates the ultimate level of comfort and elegance for Fairmont sedans (and for Futura). The Ghia Option includes a Flight Bench front seat with a fold-down center armrest, deluxe Shannon cloth trim, 18-ounce cut-

Above: Fairmont 4-Door Sedan

Below: Fairmont Interior Accent Group — Bucket Seats



pile carpeting, deluxe door trim and a four-spoke luxury steering wheel.

Other fine Ghia appointments include a day/night inside mirror, a right-side visor vanity mirror, a cigarette lighter, rear-seat ash trays, a glove-box lock and luggage-compartment trim.

Fairmont Ghia's exterior trim includes black vinyl-insert bodyside and integral upper wheel lip moldings, body accent tape stripes, bright left- and right-hand mirrors mounted on the window frame (the left-hand mirror is remote-controlled), deluxe wheel covers, bright belt moldings, bright window frames, a hood ornament and a "Ghia" badge on the rear decklid.

Other key new options in 1979 include a tilt steering wheel, fingertip speed control, a Performance Instrumentation Package (five meters or gauges), a Premium Sound System, a flip-up open-air roof, a remote-control decklid release and four styled steel wheels with trim rings.

Design changes include the standard dark walnut woodtone instrument paneling, a distinctive optional Tu-Tone Paint Treatment, seven new exterior paint colors (Bright Red, Light Medium Blue, Medium Blue Glow, Burnt Orange Glow, Midnight Blue Metallic, Red Glow

and Dark Pine Metallic) and four new vinyl roof colors.

These technical improvements, new options and new standard features reflect Fairmont's response to the growing trend among buyers of five-passenger cars to expect comfort, convenience and styling hitherto available primarily in larger, costlier cars. □

Fairmont E.S. Option 2-Door Sedan



ENGINE-TRANSMISSION MATCHUPS

- 2.3-litre Overhead Cam 4-Cylinder (STD)
- 3.3-litre (200-CID) 6-Cylinder (OPT)
- 5.0-litre (302-CID) V-8 (OPT)

BRAKES

- Manual Front Disc/Rear Drum (STD)
- Power Front Disc/Rear Drum (OPT)

- - - 4-Speed Manual (STD); SelectShift Automatic (OPT)
- - - 4-Speed Manual Overdrive (STD); SelectShift Automatic (OPT)
- - - 4-Speed Manual Overdrive (STD); SelectShift Automatic (OPT)

STEERING

- Manual Rack-and-Pinion (STD)
- Power Rack-and-Pinion Variable-Ratio (OPT);
Required With 5.0-litre Engine

LTD II

Traditional Style and Value



LTD II Brougham 2-Door Hardtop

The 1979 Ford LTD II has a dashing wardrobe. It gets all dressed up and has plenty of places to go.

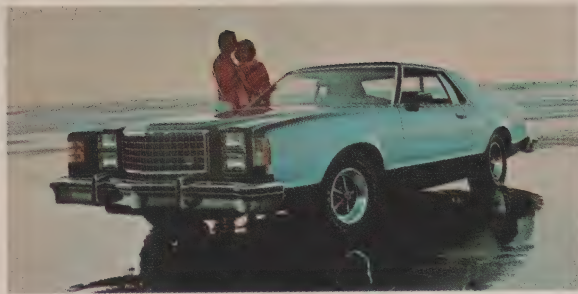
LTD II two- and four-door hardtops come in LTD II and LTD II Brougham versions. These stylish and substantial cars offer a full range of big-car options, but there are two special optional packages for the two-door LTD II that really turn heads: the Sports Touring Package and the Sports Appearance Package.

Both optional groups include four Magnum 500 styled steel wheels with trim rings, HR 78x14 raised white letter tires and a stylish grille badge.

The distinctive Tu-Tone Paint Treatment of the Sports Touring Package features tape breaks on the bodysides, hood and lower back panel. A unique "II" emblem on each quarter panel further accents this highly attractive styling package.

The racy Sports Appearance Package includes a broad, slashing tricolor bodyside tape stripe that also flows up the rear roof pillars and over the roof. A matching stripe follows the upper edge of the grille and sweeps back to the rear corners of the hood, and a similar stripe highlights the lower pack panel. Two tricolor accent tape color combinations are available, depending upon your choice of exterior paint and interior trim — a white-with-red-and-orange-accents tape and a red-with-yellow-and-orange-accents tape.

Styling alternatives for LTD II are numerous. There are seven new exterior colors and two new interior colors, plus two new vinyl roof colors. Inside, there is a new fabric for LTD II Brougham's standard split bench



LTD II 2-Door Hardtop with Sports Touring Package

seats. LTD II series models have a standard flight bench seat with fold-down center arm rest. Sporty bucket seats and a console are LTD II options.

New options include a 27.5-gallon fuel tank in place of the 21-gallon standard one and a new AM/FM stereo radio with cassette tape to complement the other fine audio choices, including a 40-channel CB radio.

With these and other refinements, plus LTD II's other big-car options and outstanding standard equipment, this surprisingly affordable six-passenger line continues to uphold a great automotive tradition. □

ENGINE-TRANSMISSION MATCHUPS

5.0-litre (302-CID) V-8 (STD)

5.8-litre (351-CID) V-8 (OPT)

----- SelectShift Automatic (STD)

----- SelectShift Automatic (STD)

BRAKES

Power Front Disc/Rear Drum

STEERING

Power



GRANADA

An American Classic

Granada Ghia 4-Door Sedan

Ford Granada's pleasing proportions, clean and classic styling, compactness, maneuverability and roominess have made it the ideal mid-size choice for a broad spectrum of buyers. And one of the main reasons for Granada's popularity is, of course, that it offers a notable number of high-quality features at an unexpectedly low price.

The 1979 Granada offers three distinctive trim/equipment levels to choose from — Granada, Granada Ghia and Granada ESS — and each can be ordered in a two- or a four-door sedan.

Whether it's tailored to be a personal car or a family car, the five-passenger Granada fully justifies its reputation. Even the standard model features a comfortable, well-appointed interior highlighted by an attractive Flight Bench seat with fold-down center armrest, color-keyed cut-pile carpeting and burl woodtone appliqués on the instrument panel.

A new lighter-weight, totally enclosed shift design for Granada's standard four-speed overdrive manual transmission leads the list of functional refinements for 1979. In addition, all Granadas now have an electronic voltage regulator to eliminate contact points, which can wear out.

Numerous trim revisions have also been implemented throughout the Granada lineup for 1979, including a luxurious new vinyl-carpeted door-trim panel design now used with Granada Ghia, with the Interior Decor Group Flight Bench and bucket seats and with the Granada ESS Flight Bench seat.



Above: Granada ESS 4-Door Sedan

Below: Granada ESS Interior

One of the most attractive new styling options in 1979 is Granada's Tu-Tone Paint and Tape Treatment. This option features dual-shade exterior paint that is reminiscent of some early classic cars. Available on the Granada and Ghia models, this striking two-tone paint arrangement is offered in six combinations: White/Dove Grey, Silver Metallic/Black, Blue Glow/Midnight Blue Metallic, Light Jade Glow/Dark Jade Metallic, Antique Cream/Camel Glow and Pastel Chamois/Dark Cordovan Metallic. The two tones are counterposed in harmonious contrasts on the body-sides, grille, hood, roof and lower back, with extensive tape borders and stripes complementing the basic design. Wheel covers are color-keyed, too.

Granada ESS once again offers complete European-style black trim, paneling and bodyside molding. Hood and decklid stripes and color-keying on dual mirrors and wheel covers are other parts of the ESS scheme. Inside Granada ESS, deluxe trim and lighting components, the deluxe sound-insulation package, a leather-wrapped steering wheel and a European-style headrest give this model that look of cool elegance that compares favorably with some of the higher priced European cars in its size class.



Other outstanding options and standard features enable Granada to continue to back up its strong image in the mid-size field with solid attributes — at a price that puts Granada within reach of almost all car buyers. □

ENGINE-TRANSMISSION MATCHUPS

4.1-litre (250-CID) 6-Cylinder (STD)
5.0-litre (302-CID) V-8 (OPT)

BRAKES

Manual Front Disc/Rear Drum (STD)
Power Front Disc/Rear Drum (OPT)

--- 4-Speed Manual Overdrive (STD); SelectShift Automatic (OPT)
--- 4-Speed Manual Overdrive (STD); SelectShift Automatic (OPT)

STEERING

Manual (STD)
Power (OPT)

WAGONMASTER

Full LTD, Aero, Fairmont and Quad Wagons



Ford Motor Company's range of wagons in the 1979 model year — three station wagons and the Club Wagon — once again offers the versatility needed to suit the multitude of purposes these capable vehicles serve.

The Ford LTD station wagon offers all of the outstanding new features of this completely redesigned and re-engineered full-sized car series. Yet this six-passenger wagon retains two significant features of its predecessors: It still has ample cargo space with the rear seat folded down (91.7 cubic feet), and it can still carry a standard-sized 4x8-foot sheet of plywood between the wheel wells. Other important features retained for 1979 include the standard Three-Way Magic Doorgate and the optional dual-facing rear seats with removable seat cushions (this option now includes a rear bumper step pad, a cargo lamp and footwell carpeting — leg room has even been improved in this rear-most seating area over last year's figure). An optional deluxe luggage rack will add an innovative velocity-sensitive air deflector.

In addition to its familiar woodtone vinyl paneling, the LTD Country Squire is distinguished from the painted steelside LTD station wagon by its LTD Landau grille and headlamp treatment. Other luxury features of

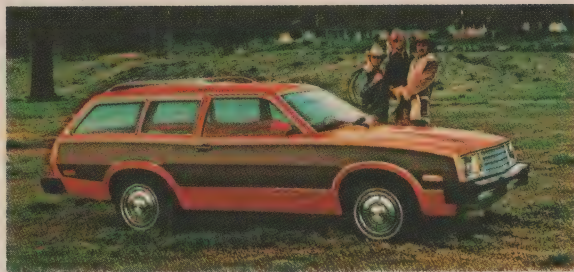
the Country Squire include an electric clock, courtesy light switches and a deluxe sound insulation package (optional on the standard station wagon).

The optional Heavy Duty Trailer Towing Package enables Ford LTD station wagons to pull a trailer weighing up to 6,000 pounds. You can think of this station wagon as a real vacation-maker!

The 1979 Pinto station wagon lineup includes the standard station wagon plus Pinto Squire Wagon and Pinto Wagon with Cruising Package. Cargo capacity of Pinto station wagons is 57.2 cubic feet with the rear seat folded down.

This station wagon offers the many outstanding

Pinto Squire



DATA ON ENGINE, TRANSMISSIONS, BRAKES AND STEERING

Ford LTD Station Wagon
Pinto Station Wagon
Fairmont Station Wagon

- Same as Ford LTD Sedans (See article on p. 23)
- Same as Pinto 2-Door and Runabout (See article on p. 26)
- Same as Fairmont Sedan except Power Brakes required with 3.3-litre Engine, and Automatic Transmission is unavailable with 2.3-litre Engine (See article on p. 36)

technical and design refinements of Pinto sedans and Pinto Runabout. Pinto Squire Wagon offers an upgraded appearance level with such features as deluxe low-back seats, deluxe door trim, upgraded insulation, vinyl woodgrain on the bodyside and the liftgate, rear "Squire" script, bright headlamp doors, bright grille, carpeting on the load floor and brown bodyside surround molding.

Pinto Cruising Wagon is equipped with full sports instrumentation, upgraded suspension, inner and outer quarter filler panels, a porthole on the quarter panel, a multicolor bodyside and rear decklid paint/tape treatment and an extensive black-out trim that sets off the bold accents of the paint and tape.

The surprisingly spacious four-door Fairmont station wagon won widespread acclaim upon its introduction last year, and this year's model is expected to be even more popular. In addition to the fine features of the entire Fairmont lineup — including several new standard and optional innovations — there are many features exclusive to the Fairmont station wagon.

The quick, one-hand release makes it easy to fold down the second seat, which opens up 79.1 cubic feet of cargo space, giving about 84 per cent of full-size wagon capacity. There is also a "liftgate open" warning light, a cargo-area light and color-keyed carpeting in the cargo area. On the outside, the use of concealed hinges on the liftgate adds to the Fairmont wagon's harmonious contours, and the gas-strut assists make opening and closing the liftgate a simple maneuver.

What's more, Fairmont wagons come equipped with steel-belted, radial-ply tires.

The Fairmont Squire option package features woodgrain vinyl treatment on the bodyside and liftgate within a lighter-grain surrounding border. The Squire also includes deluxe wheelcovers; bright window frames, belt moldings and external left-hand mirror; a hood ornament; "Squire" script, and the Interior Accent Group, which provides extra insulation and deluxe carpeting, seat trim and paneling.

Fairmont Station Wagon



Other Fairmont wagon options include a luggage rack, a lockable stowage box in the cargo area and a wiper/washer for the rear window.

The 1979 Ford Club Wagon has a fresh new front-end appearance and a number of new options that should enable it to hold its leadership position in its

field. An easily noticed designing change is the new box-section one-piece insert grille, the rectangular headlamps and the placement of the parking lamps below the headlamps. These changes increase the family resemblance of the E-100, E-150, E-250 and E-350 Club Wagons with Ford's rugged F-Series light trucks.

There are nine new exterior paint colors and two new interior seating-trim colors for 1979 Club Wagons, whose seating capacity ranges from five adult passengers in standard wagons to optional capacities for 4, 7, 8, 11 or 12 passengers in certain models with the necessary options and wheelbases. The Super Wagon leads this list with optional seating for 15 adult passengers.

But the really big news this model year is the coronation of a new King of Clubs — the Captain's Club Wagon. The Captain's Club includes the features of the Chateau trim package — most luxurious of the three Club Wagon trim levels — plus the following: Quad Captain's Chairs that recline and swivel, a combination rear seat and bed (on 138-inch wheelbase models), a snack/game table, a deluxe headliner with dual-beam dome map lights, full-length 35-ounce carpeting and cloth-and-vinyl seat trim. The Captain's Club Wagon's exterior is embellished with Deluxe Ac-

cent Combination Tu-Tone Paint with a bodyside accent paint stripe and Privacy Glass.

New options for the Club Wagon include sport wheel covers, a Premium Sound System and power door locks, and the Quad Captain's Chairs (two front and two rear), the snack/game table and the combination rear seat/bed. Other impressive Club Wagon options include heavy-duty air conditioning and heating packages, Trailer-Towing (up to 8,000 pounds) and Handling packages, fingertip speed control, tilt steering wheel, low-mount Western mirrors, an auxiliary fuel tank, outstanding radio/tape player choices, a maintenance-free battery and three wheel choices. □

Captain's Club Wagon



CLUB WAGON ENGINE-TRANSMISSION MATCHUPS

4.9-litre (300-CID) 6-Cylinder (STD)

5.0-litre (302-CID), 5.8-litre (351-CID) and 7.5-litre (460-CID) 8-Cylinder Engines are optional.

NOTE: Optional Engine-Transmission matchups, availability and requirements vary with four models — E-100/150/250 and 350; for example, 7.5-litre engine available only with E-250/350. See your Ford dealer for full details.

--- 3-Speed Manual (STD); 4-Speed Overdrive and SelectShift Automatic (OPT)

BRAKES

Power Front Disc/Rear Drum (STD)

STEERING

Manual (STD)
Power (OPT)

WHAT'S NEW AT YOUR FORD DEALER'S?

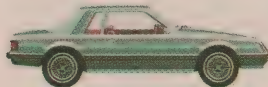
A wide choice of 1979s, that's what.
Why not stop by for a firsthand look and test drive today?



Fiesta
3-Door Hatchback



Pinto
Wagon



Mustang Ghia
2-Door Hardtop



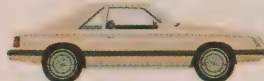
Fairmont
Wagon



Pinto Pony
2-Door Sedan



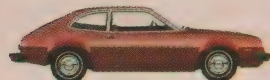
Pinto
Squire Wagon



Mustang Ghia
3-Door Hatchback



Fairmont
Squire Wagon



Pinto
2-Door Sedan



Pinto
Cruising Wagon



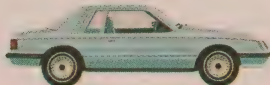
Mustang
Cobra



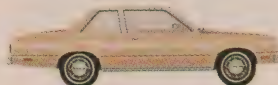
Futura



Pinto
3-Door Cruising Runabout



Mustang
2-Door Hardtop



Fairmont
2-Door Sedan



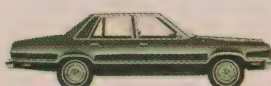
Futura
Sport Group



Pinto ESS
3-Door Runabout



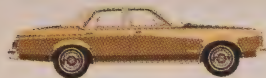
Mustang
3-Door Hatchback



Fairmont
4-Door Sedan



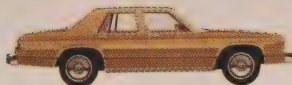
Granada
2-Door Sedan



Granada
4-Door Sedan



LTD II
2-Door Hardtop



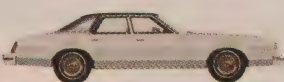
LTD
4-Door Sedan



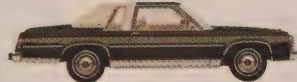
Thunderbird
2-Door Hardtop



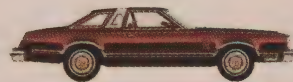
Granada Ghia
2-Door Sedan



LTD II
4-Door Pillared Hardtop



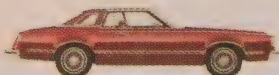
LTD Landau
2-Door Sedan



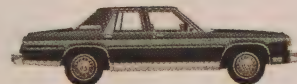
Thunderbird
Town Landau



Granada Ghia
4-Door Sedan



LTD II Brougham
2-Door Hardtop



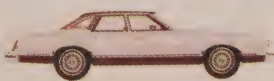
LTD Landau
4-Door Sedan



Thunderbird
Heritage



Granada ESS
2-Door Sedan



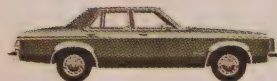
LTD II Brougham
4-Door Pillared Hardtop



LTD
Wagon



Club Wagon



Granada ESS
4-Door Sedan



LTD
2-Door Sedan



LTD
Country Squire



Super Wagon

Ford Division reserves the right to discontinue or change specifications or designs at any time without notice or obligation. Some features shown or described in this section are optional equipment items available at extra charge. Some options are required in combination with other options. Standard and optional equipment in California may differ. Always consult your Ford Dealer for the latest, most complete information on models, features, prices and availability.



Favorite Recipes

FROM FAMOUS RESTAURANTS

by Nancy Kennedy



illustration by Neil Boyle

MANERO'S RESTAURANT HALLANDALE, FLORIDA

Beef is king at this steak house, which has a dozen variations of fine prime meat on its menu. James Tiernan, the owner, is also justly proud of his famed Gorgonzola Salad. Lunch and dinner served weekdays; dinner only on Saturday and Sunday. It is at 2600 Hallandale Beach Boulevard, adjacent to the Inland Waterway Bridge, and just south of Hollywood.

NOAH'S ARK ST. CHARLES, MISSOURI

This unusual restaurant is a representation of the famed ark and carries out the theme with stuffed animal displays in the dining areas. It is open for breakfast, lunch and dinner every day; overnight accommodations and recreation facilities. Reservations advisable for hotel rooms. Take the Fairlane Exit from I-70 and proceed to 1500 South Fifth Street in downtown St. Charles. James G. Kennedy is the manager.

Noah's Ark Bread Pudding with Vanilla Sauce

- 4 cups toasted bread crumbs
- 4 cups warm milk
- 1 cup sugar
- 1/4 teaspoon nutmeg
- 1/4 teaspoon salt
- 1/4 cup coconut
- 1/4 cup raisins
- 4 ounces soft butter or margarine
- 1 teaspoon vanilla
- 9 eggs

Combine all of the above ingredients except eggs, and mix ingredients well. Beat eggs separately until light and beat into mixture. Pour into a 4-quart

Manero's Gorgonzola Salad

Mix 1 cup Mazola oil with 2 cloves of garlic in a blender. Rub salad bowl thoroughly with this mixture. Store leftover in a covered jar in the refrigerator. Break a head of lettuce into bite size pieces. Dice a green pepper, 2 stalks of celery and half an onion and add to lettuce in bowl. Chop 2 ripe tomatoes and place in bowl. Season to taste with salt and freshly ground pepper. Grate a 4-ounce piece of Gorgonzola cheese that has been chilled in the freezer for easier grating. Sprinkle grated cheese over salad. Combine 1/4 cup cider vinegar with 3/4 cup of Mazola oil. Pour enough to cover salad, toss and serve. Makes 4 portions.

buttered casserole and place in a pan of warm water in a 350° oven for about 1 hour, or until golden brown and pudding is set. Serve warm with Vanilla Sauce: Whip together until light and fluffy, 9 ounces soft vanilla ice cream, 9 ounces Cool Whip and 1/2 teaspoon vanilla. Serves 8-10.

Poached Pacific Salmon Steak with Green Peppercorn Sauce

- 6 7-ounce filets of red salmon
- 1 quart water
- 1 teaspoon lemon juice
- 1 tablespoon white wine
- 1 bay leaf
- 2 tablespoons each: chopped onion, celery and carrot
- Pinch of dill and salt

Mix water, lemon juice, wine, vegetables and seasonings. Place salmon in mixture — it should be just covered — and place on burner on top of stove. Bring just to a boil and remove from fire. Makes 6 portions. Serve with Green Peppercorn Sauce: Whip together 1-1/2 cups hot medium cream sauce, 1/4 cup dry white wine, few drops of Tabasco, salt and pepper, to taste, 1-1/2 tablespoons hard butter and 2 tablespoons green peppercorns (can be found in gourmet food departments). After ingredients are well whipped together serve over the poached salmon that has been placed on a heated platter. Serves 6.

illustration by Joan Solmes



illustration by Richard A. Young

OLD RIVERTON INN RIVERTON, CONNECTICUT

This gracious country inn was built in 1796 as a stage coach stop and today maintains its Colonial charm combined with modern conveniences. Lunch and dinner served every day; breakfast served only to house guests. Overnight accommodations. Reservations advisable for meals and rooms. Closed in January. Dining room closed Monday and Tuesday. It is on State Highway 20 in Riverton.

Corn Fritters

- 1-1/2 cups sifted flour
- 2 teaspoons baking powder
- 1/4 teaspoon salt
- 1/4 cup milk
- 1 cup canned whole kernel corn, drained

TOP O' THE MAST SOUTH SEASIDE PARK NEW JERSEY

Located on a private beach, this shoreside eating place has a great view of the ocean and adjoins Island Beach State Park and the State Bird Sanctuary. The menu offers fresh seafood as well as beef and Continental specialties. Lunch and dinner served daily; reservations not accepted. Take Exit 82 from the Garden State Parkway and proceed to Route 37 east over the bay bridge to Seaside Park. It is at 23rd Avenue on the ocean. Joseph Nitti is the owner.

Oysters Rockefeller

- 16 oysters on the half shell
- 2 tablespoons Pernod
- 2/3 pound raw spinach

- 1 egg, beaten
- 1 tablespoon melted butter
- Hot fat for frying
- Hot maple syrup and broiled Canadian bacon

Sift dry ingredients together. Mix milk, corn, egg and butter. Add to dry ingredients and mix well. Drop by tablespoonfuls in deep hot fat for 2-3 minutes or until golden brown. Drain on absorbent paper. Serve hot with maple syrup and broiled Canadian bacon slices.

Beef Stroganoff

Cut 1-1/2 pounds of beef tenderloin into strips 1 inch thick. Combine meat with 1 cup beef consommé, 1 cup tomato juice. Season to taste with celery salt, pepper, thyme, tumeric, basil and garlic powder. Stir all together and cook until meat is tender. Thicken with 1 teaspoon arrowroot moistened with water. Serve over hot buttered noodles. Garnish with sour cream, ripe and green olives, strips of pimento and parsley. Serves 4.

-
- 1 cup heavy cream
 - 1 teaspoon fennel seeds
 - Salt and freshly ground pepper, to taste
 - 3 tablespoons butter
 - 3 tablespoons flour
 - 1/4 pound bacon, chopped in small pieces
 - Rock salt

Line oysters on a tray. Sprinkle Pernod on oysters and let marinate. Chop spinach very fine and set aside. Combine heavy cream, fennel seeds, salt and pepper in a sauce pan and heat over a low fire. In the meantime, heat butter in a small sauce pan and stir in flour to make a smooth paste. When cream mixture is hot, pour through a strainer into butter and flour mixture, stirring well. Sauté bacon pieces in a frying pan until light brown, drain off most of fat and add to the spinach. Stir in hot cream sauce and mix well. Cover oysters with spinach mixture and put them onto 4 oven-proof dishes on a tray of rock salt. Bake at 350° for 15 minutes. Makes 4 appetizer servings.

illustration by Don McGovern

Letters Letters Letters

More About Streetcars

Robert Persons, author of "Streetcar to the Moon" in your July issue, was born 40 years late! The real thrill on the Wells Street line was back before one-man cars were thrust upon us by the Milwaukee Electric Railway and Light Company. As a kid I used to visit my cousin who lived "way out" in Wauwautosa via the Wells-Farwell line. Like Persons, I was an eastsider

but I boarded the 'Tosa car at the old courthouse stop. It was important to try to stand on the front platform with the motorman. Once in a while a friendly operator would give the OK. The big moment came after the "meet" with the inbound West Allis car at the passing tracks west of 35th Street just before the approach to the viaduct. Against all regulations, I am certain, a knowing motorman would let me hold the lever controlling the car's speed. Then I was truly on the "streetcar to the moon." I never even saw Pigsville below the viaduct; it was straight ahead to outer space!

John D. Culligan
Green Bay, Wisconsin

No Car — No Check!

One morning I needed to cash a check. It was 9:05 and the bank didn't open its doors until 10. The drive-in window was open and there was a car at it. I stood behind the car. When I got to the window, the teller told me it

was for use only by people in cars. She said that if the man in the car behind me would let me drive his car to the window, she would cash my check. He did, I did and she did.

Lillian E. Carlton
Oakland, California

Still in the Family

I'm enclosing a picture of my 1946 Ford truck, which has been in the family since it was purchased new from Swagger Motor Company in Ashton, Idaho. This was the first new



truck unit available for farm use in the Ashton area after World War II. It was purchased by my brother-in-law. He sold it to my father and me, and it has belonged to me since my father's death. A few years ago, I overhauled the engine, brakes and grease seals and added turn signals, a dump mechanism and a paint job. It hauls and dumps loads as great as eight tons and passes law enforcement inspections without problems.

Fred V. Porter
Richmond, Utah



YOU MAY EAT WITH YOUR KNIFE IF YOU WANT TO- BUT NEVER KICK THE CAT!

by Lawrence Martin and Mary Zimmer
illustrations by Larry McManus

NOW AND THEN in the etiquette columns of our newspapers there is the unmistakable glint of a mirror of our times.

One writer lists the do's and don't's of supermarket manners: "Are your children under control? Do you sneak into the 10-items-only line when your

cart is full of groceries?" Another reminds us that it is inconsiderate to dawdle in a crowded parking lot while another would-be parker, having reason to expect you to pull out, is holding up traffic while waiting for your space.

The etiquette writers of a century



and more ago would have been just as much astonished by such advice as we are amused by theirs. What *their* readers needed to know was much more basic: how to eat and drink politely, how to behave at evening balls and social calls, and exactly what to say, and what never to say, on almost every social occasion. In short, a mirror of their times.

Americans had become self-conscious about their manners almost as soon as the dust settled after the War of 1812. Frontier habits were comfortable as long as one stayed on the frontier, but when canal boats and railroads made it possible for even the moderately affluent to travel for business or pleasure, people suddenly realized that they did not know how to act in these new surroundings where they most wanted to make a good impression.

The lowly were rising; the farm

boy and the immigrant — and especially their wives — were working up to where they wanted to frequent the “in” places of their day: Saratoga Springs, perhaps, or Niblo’s Gardens (an outdoor theater and picnic grounds on Broadway) or Taylor’s Saloon, which was actually an elegant salon. And they wanted to be accepted. In this new, free country almost any man with wits and zeal could better himself financially, but social climbing was not so easy.

“None are excluded from the highest councils of the nation,” declared *The Laws of Etiquette*, published by “A Gentleman” in Philadelphia in 1836, “but it does not follow that all can enter into the highest ranks of society. In point of fact, we think that there is even more exclusiveness in the society of this country than there is in that of England.”

From the 1830s through the 1860s more than 100 etiquette books, not counting new editions, were published in the United States, and numerous manuals were imported from France and England. (Actually, the flood never stopped; etiquette books are still perennial best-sellers.) Knowing their public, these early writers indulged in plain speaking. Consider this from *The Young Man’s Own Book* (Philadelphia, 1843):

“Eating your soup with your nose in the plate is vulgar, as is smelling the meat while on the fork before putting it into your mouth.

“You must always pay attention to your behavior at table, where it is

rude to eat greedily, to lean your elbows on the table, to pick your teeth before the dishes are removed, or to leave the table before grace be said.

"Keep yourself free from odd tricks or habits, such as thrusting out your tongue continually, snapping your fingers, rubbing your hands, sighing aloud, an affected shivering of your body, gaping like a countryman who has been sleeping in a hay loft.

"Don't say, 'Bless me, how ill you look today!'

"It is rude to observe to a lady who would be thought young anything that brings up her age."

Other habits to refrain from included "balancing yourself upon your chair; extending your feet upon the andirons; admiring yourself with complacency in a glass; taking a person by the button or collar; whirling a chair round on one leg; and shaking with your feet the chair of a neighbor." And the today-unspeakable: "Spitting on the carpet is a nasty practice and shocking in a man of liberal education."

The young man was told how to felicitate, how to condole: "Saying to a man just married, 'I wish you joy,' may be civil, but is nevertheless vulgar. Advance with warmth and cheerfulness, and perhaps squeezing him by the hand, say, 'Believe me, my dear sir, I have scarce words to express the joy I feel upon your happy alliance with such and such a family.'

"Or, to someone in affliction, who has lost his wife, 'I am sorry for your loss' — but this time advance slower,

and with a peculiar composure of voice and countenance begin your compliments or condolence with 'I hope, sir, you will do me the justice to be persuaded that I am not insensible to your unhappiness, that I take part in your distress, and shall ever be affected when you are so.'"

If the young man could remember all of that long enough to recite it as occasion required, he had earned a final kindly admonition: "Make it an object to spend some portion of your time in the company of intelligent and virtuous ladies."

Women were even more at the mercy of the etiquette mentors than men if they wished to achieve the characteristics of the ideal mid-19th-century female: sentimental, fearful of doing or saying anything that might be even remotely considered vulgar, striving always to be thought





genteel and never to be clever.

Girls who looked forward to a life of freedom once their school days were over were quickly disabused of this notion by Eliza Wade Farrar in *The Young Lady's Friend* (Boston, 1846) who warned:

"When you become young ladies, your deportment in the street should be more guarded and reserved. You should converse in low tones, and never laugh audibly . . . and you must leave off your juvenile tricks of eating as you walk along, going without gloves, swinging your bag, untying your bonnet, running to overtake a person, or beckoning to a friend."

But Mrs. Farrar was sometimes willing to temper her rules with patriotism:

"If you wish to imitate the French or English, you will put every mouthful into your mouth with your fork; but if you think, as I do, that Americans have as good a right to their own fashions as the inhabitants of any other country, you may choose the convenience of feeding yourself with your right hand, armed with a steel blade; and provided you do it neatly, and do not put in large mouthfuls, or close your lips right over the blade, you ought not to be considered as eating ungenteelly."

Her instructions for drinking wine were specific: "When your glass is filled, look full at the gentleman you are to drink with, then drop your eyes as you bow your head to him, and lift the glass to your lips, whether you drink a drop or not."

And in the context of today's slang, some of Mrs. Farrar's remarks take on comic overtones she never intended, as her advice to a debutante: "When dinner is announced, stand back for all the married dames to pass out before you . . ."

As the century wore on, the ramifications of proper behavior became ever more elaborate. Mrs. Eliza Leslie wrote reprovingly in 1853:

"During the Jenny Lind fever, there were young ladies who affected to scuttle into a drawing room all of a sudden, somewhat as the fair Swede came scuttling in upon the concert stage, because in reality she knew not how to make her entrance gracefully. Other demoiselles turned and waved about, with body, head and eyes never a moment quiet. This squirming originated in a very bad imitation of Fanny Ellsler's dancing motions."

Was there a hint of cattiness here? Fanny Ellsler was a dancer as famous for her legs as Jenny Lind was for her voice, and she daringly let them be seen with skirts shortened almost to the calf. One of the many stories about her concerns Ralph Waldo Emerson, who escorted Margaret Fuller, the celebrated bluestocking, to an Ellsler performance and felt so exalted that in the midst of it he cried,

"I accept the universe!" Thomas Carlyle, hearing of this, exclaimed, "By gad, he'd better!"

In 1891 there was published in Detroit a 500-page tome entitled *Our Society*. While early etiquette books had been small volumes, poorly printed on rough paper, this one was beautifully printed on slick paper and illustrated with many elaborate steel engravings. It was subtitled, "A Complete Treatise of the Usages that Govern the Most Refined Homes and Social Circles, Our Moral, Social, Physical and Business Culture."

It was all of that, and more. Rose E. Cleveland, its editor, covered every aspect of cultured society from how a gentleman should hold an umbrella when escorting two ladies in the rain (illustrated) to how to stage a "kettle drum," which was an informal afternoon reception whose simplicity harked back to a day when officers' wives, "limited in the elegant facilities of social life by the exigencies of garrison surroundings," served their refreshments on a drum-head. Two long chapters were devoted exclusively to the multitudinous rules and uses of ladies' and gentlemen's calling cards.

But Ms. Cleveland, like her earlier American counterparts, never forgot her readers' need for elementary instruction.

"The guest who is a lady or gentleman will not send the servants of the house on errands," she warned, "or find fault with or notice the bad behavior of children, or kick the family dog or cat." □



Anybody Want a GADWALL?

***For the novice,
bird photography can turn out
to be a wild goose chase***

by William Baratta
illustrations by John Killmaster



WE'VE BEEN TOLD all our lives that a little knowledge is a dangerous thing, and sooner or later each of us learns the sad truth of that old saw. Fortunately, though, it can also lead to a good deal of fun — as I discovered recently.

In my case, I know a little about photography and considerably less about birds. I've always been interested in birds, but the fact is they've never shown much interest in me. So don't ask me to identify one for you. I

get hopelessly confused. Show me a bluebird and a blue jay and I'm sunk. But there is one bird I could spot in a flash: the snow goose.

My fascination with these magnificent nomads began years ago when I read Paul Gallico's tender story, *The Snow Goose*. But the closest I had come to seeing one was watching them fly high in the skies of New Hampshire, heading south.

I eventually headed south myself, settling in Virginia. When I learned



recently that great flocks of snow geese winter at nearby North Carolina's Pea Island National Wildlife Refuge, I heard the call of the wild. Well, call of the bewildered is more like it.

My friends have deciphered most of my Yankee accent, but this time they were mystified. "I'm going to North Carolina to photograph snow geese," I blurted. "What're snogies?" they asked.

Only slightly daunted, I called the

ranger station and confirmed that photographers were welcome and that by Thanksgiving Day thousands of snow geese would be on the island. Thousands! I'd be knee-deep in them.

Bright and early Thanksgiving morning I was on an observation platform at Pea Island — knee-deep in members of the Audubon Society. What a sight: binoculars, telescopes and cameras with two-foot lenses pointed in every direction. I looked down at my pitifully inadequate

equipment and sadly shook my head. I decided to eavesdrop on the pros to see if I could pick up a few pointers.

"Anybody want a gadwall?"

"I've got a grebe."

Gadwalls? Grebes? Lewis Carroll had to have been a bird watcher. I wanted to join in the fun so much that I nearly chimed in with something like, "I've got a slithy tove, a gimble and a wabe." I decided against it; I didn't want to start a stampede.

The North Pond of the refuge is truly a glorious spectacle. Thousands of birds of every size, shape and description stretched out for miles, all peacefully flying, feeding, preening and simply enjoying being birds. I didn't recognize many, naturally, but a few were unmistakable. Ducks, of course. (If it quacks, it's a duck.) And the majestic swans — surely the aristocracy of the bird world.

But no snow geese. At least I couldn't find a trace of them, and if the bird watchers had seen one, I'd have heard about it. Since there was a wide path ringing the pond, I decided to try my luck walking — all four and a half miles, if necessary.

Along the way, I formulated my First Law of Nature Photography: I will always be in the wrong place, at the wrong time, with the wrong equipment. For example, I watched a pair of whistling swans glide gracefully about the pond. They wandered everywhere but near, playing some sort of game with me. They swam straight at me and I began focusing while my finger twitched over the shutter re-

lease. At the moment of truth — as my finger started down — they merrily reversed direction. I may have the world's greatest collection of shots of a swan's rear end. I'm not stupid; I caught on to their game within an hour and decided to ignore them for a while. If the fauna wouldn't cooperate, I'd try the flora. I changed to a lens more suited to photographing the lovely plant life around me — thereby proving my Second Law of Nature Photography: Birds are perverse. The swans saw this as a marvelous opportunity to put on a real show. They took off. A swan taking off must be seen — and heard — to be believed. They raced across the water gathering momentum, their huge wings flapping like bedsheets in a stiff breeze. Suddenly, the pretty plants looked like poison ivy.

I continued on my walk, pausing occasionally to be outsmarted by some new species. If anyone ever calls me birdbrained again, I'm going to thank him.

I had gone a good distance when I saw a man approaching from the opposite direction. He strolled easily, telescope and tripod nestled on his shoulder and binoculars slung around his neck. One look at his pleasant smile and weathered face assured me that if anyone knew where the elusive snow geese were, he did. He did.

"They're inland now. Feeding time."

The story of my life: Wait years, drive 100 miles, walk a few more and the snow goose is out to lunch.



We chatted. His name was Pat; he was a railroad man and had been "birding" for 15 years. He proudly showed me his handbook containing notations of sightings he had made all across North America. I didn't bother to show him mine. It was two days old and hadn't even been creased. Still, it didn't take him long to spot me for what I was — a rank amateur suddenly up in the big leagues and hopelessly outclassed. He quietly unlimbered his tripod and proceeded to give me an accelerated course in big-time bird watching. It was grand.

Pat would train the telescope on a bird, and as I marveled at the close-up view, he carried on a running com-

mentary. Herons, avocets, ibises, egrets and, yes, even gadwalls and grebes. I'll never forget my introduction to a world that previously existed only in books.

"Look up to your left," Pat said, smiling.

There they were, coming in like a painted, pointed cloud, announcing their arrival with a melodious honking. The snow geese. They were, in a word, beautiful. Everyone should have a wish so spectacularly granted. The skein banked over in perfect unison and settled on the pond like a snow flurry. Through the telescope I could see them as clearly as Gallico had described them — gleaming white bodies

shimmering in the sun, accented by a trace of coal-black wing tips. They honked and swam as if they owned the place. For me, they did.

I watched until I felt I was intruding on Pat's generosity. I tried to thank him, but he simply smiled and told me it had been fun for him, too. As we went our separate ways, I silently wished him a rare sighting, all his own, just around the bend.

I spent the rest of my time in what can only be described as a wild goose chase. I tried everything I could think of to get a good picture of the snow geese — or anything else that flew, for that matter. I sat for hours in one spot, hoping that they might eventually accept my presence and venture



closer. No luck. I can't blame them; they're irresistibly graceful, distinctive and noble — why should they bother with me? I made a couple of attempts at sneaking up on them. What a laugh. I moved as quietly as I could, stopping every now and then trying to pass myself off as a tree, but I'm sure that to them I looked and sounded more like a bulldozer. They let me get close enough for a few distant pictures, but then they'd turn, honk out a goose's version of the Bronx cheer and head for the wild blue.

I did have one final chance to get close to some birds. There was a restaurant nearby that had some tame ducks wandering about the grounds. "Who'll know the difference?" I thought craftily. I didn't do it. I wish I could say it was for ethical reasons, but the truth is, it was raining very hard by then and I was tired. Besides, I had just come up with my Third, and final, Law of Nature Photography: It ain't easy, but it's fun. I knew I was hooked. I'd be back as often as I could, like a minor league Pat, with a handbook in my pocket and a smile on my face. □



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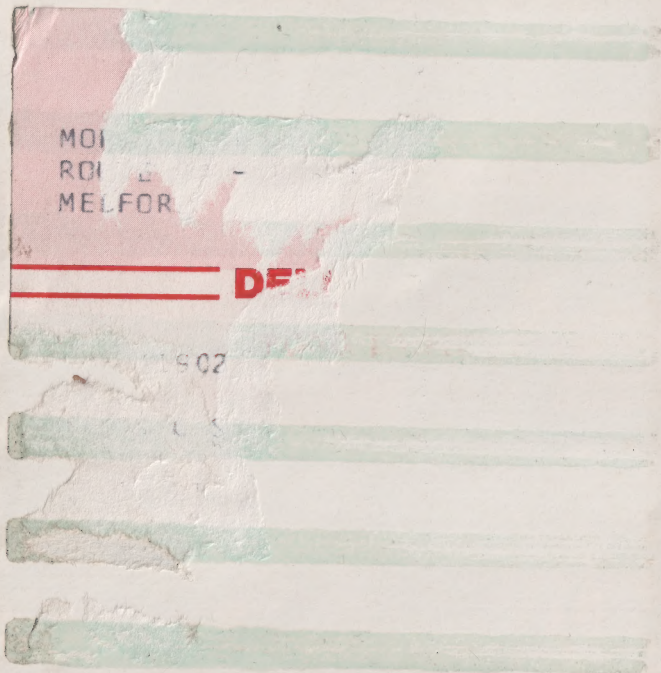


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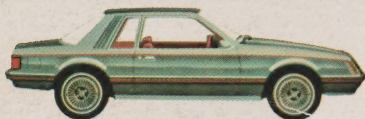
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